Ministry for promotion of tourism during the last one year included the strengthening and augmentation of tourism infrastructure, effective publicity and promotion both in India and overseas.

(b) The Eighth Five Year Plan in yet to be finalised.

Benefit of five increments at the maximum of scale in Air India

4483. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Air India has extended the benefit of five increments at the maximum of the pay scale to all its employees;

(b) if so, whether the Air-Hostesses of Air India were also given this benefit; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c) Air India has extended the scale of pay by five increments at the maximum of the pay scale to all its employees.

एयर इंडिया द्वारा त्रिवेन्द्रम् से खाड़ी देशों के लिए वसूल किए जाने वाले किराये में कमी करने की मांग

4484. डा० बापू कालदातेः क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि:

(क) एयर इंडिया द्वारा त्रिवेन्द्रम् से खाड़ी देशों में विभिन्न स्थानों के लिए अपनी विमान सेवाओं के लिए कितना-कितना किराया वसूल किया जाता है;

(ख) क्या यह सच है कि कुछ संगठनों ने इस मार्ग पर वसूल किए जा रहे किराये को कम करने की मांग की है;

(ग) यदि हां, तो उसका ब्यौरा क्या है;

(घ) क्या सरकार इस मार्ग पर किराये को कम करने के किसी प्रस्ताव पर विचार कर रही है;

(ङ) यदि हां, तो उसका ब्यौरा क्या है; और

(च) यदि नहीं, तो उसके क्या कारण हैं?

नागर विमानन और पर्यटन मंत्री (श्री माधवराव सिंधिया):

किराये की किस्म	किराये (रुपयों में) त्रिवेन्द्रम से निम्नलिखित स्थान			
	दुबई	दोहा	मस्कट	जद्दाह
प्रथम श्रेणी (एक तरफा)	10,155	12,018	9,801	13,987
मध्यम श्रेणी (एक तरफा)	8,355	9,720	7,973	11,615
इकानॉमी श्रेणी (एक तरफा)	7,265	8,452	6,933	10,101
इकानॉमी श्रेणी (राउन्ड ट्रिप)	13,577	15,796	12,957	18,880
प्रमण किराये (राउन्ड ट्रिप)	10,356	11,476	9,411	15,101

(ख) और (ग) सरकार को अनेक अभ्यावेदन प्राप्त हुए हैं जिनमें यह आरोप लगाया गया है कि त्रिवेन्द्रम् और खाड़ी देशों के बीच एयर इंडिया के किराये काफी अधिक हैं और इन्हें कम करने की आवश्यकता है।

(घ) से (च) अन्तर्राष्ट्रीय किरायों का निर्धारण अन्तर्राष्ट्रीय विमान परिवहन संघ के बहुपक्षीय फोरम के माध्यम से किया जाता है और किसी भी सरकार को यह छूट नहीं है कि वे किसी भी किराये को एकपक्षीय रूप से निर्दिष्ट करें।

Vayudoot flight reached Chandigarh instead of Dehradun

4485. SHRI KAMAL MORARKA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that a Vayudoot flight scheduled for Dehradun from Delhi on the 1st February, 1992 reached Chandigarh instead; and

(b) if so, what are the details thereof and what action has been taken against the erring workers so that passengers in future may not be put to such inconvenience?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) Does not arise. However, on 31-1-92, due to fog at Delhi airport, Vayudoot flights were delayed and flight No. PF 103 operating on Delhi-Dehradun-Delhi route and flight No. PF 105 operating on Delhi-Chandigarh-Kulu-Chandigarh-Delhi routes were combined. The flight was supposed to go to Dehradun first and then to Chandigarh. Due to non availability of Air Traffic Control facilities at Dehradun, the flight could not land there and was diverted to Chandigarh.

Flight timings of Indian Airlines

4486. SHRI SUBRAMANIAN SWAMY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that the latest Indian Airlines flight timings causes great inconvenience to the air travellers from Bombay to Delhi due to cancellation of a flight at noon from Bombay to Delhi and by change to smaller aircraft Airbus 320 at 9.10 A.M. (IC-406) from Bombay;

(b) whether it is also a fact that between 9.10 A.M. to 6.00 P.M. there are no Indian Airlines flights now from either Delhi to Bombay or Bombay to Delhi; and

(c) if so, what steps are being taken to improve the timings and increase more flights on this sector?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir. The bulk of the traffic demand between Bombay and Delhi consists of commercial travellers who generally prefer morning/ evening services.

(b) Yes, Sir,

(c) An afternoon service between Bombay and Delhi is likely to be introduced by Indian Airlines in it's summer schedule 1992.

Suspension of Gorakhpur and Allahabad flight from Delhi

4487. SHRI RAJNI RANJAN SAHU: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the occupancy of flights of Indian Airlines during last three years, especially the flights connecting the State capitals; and

(b) what is the reason for suspending the flights for Gorakhpur and Allahabad from Delhi and Bombay-Pune?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The requisite information is given in the statement *(see* below).

(b) Due to capacity constraints Indian Airlines has withdrawn its services between Delhi-Gorakhpur, Delhi-Allahabad and Bombay-Pune. Vayudoot flights between Bombay-Pune-Bombay are, however, available on daily basis.

Statement

Details of Occupancy of Indian Airlines' Flights connecting the State Capitals during 1988-89, 1989-90 and 1990-91

Fit. No.	Route	Seat Occupancy Factor (Seat %)		
		1988-89	1989-90	1990-91
101/102	Bombay/Pune	80.7	′79.5	—
103/104	Bombay /Ahmedabad	91.0	91.6	86.8
105/106	Bombay / Bangalore	92.1	87.9	88.4
107/108	Bombay / Bangalore	91.3	80.7	89.1
111/112	Bombay/Indore	—	68.3	—
113/114	Bombay/Ahmedabad	91.5	91.6	89.6
115/116	Bombay/Rajkot	78.5	73.6	87.9
117/118	Bombay / Hyderabad	80.4	76.9	79.0